

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.
THE
DIRECTORY & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,595. 號五十九百五千六萬壹第 日十初月六年三統宣 HONGKONG, WEDNESDAY, JULY 5TH, 1911. 三拜禮 號五月七年一十百九千一英港香. PRICE \$3 PER MONTH.

INTIMATIONS

BABY

GRANDS

BY

RACHELS

PRICE \$850.

CASH

OR

EASY PAYMENTS.

S. MOUTRIE & CO.,

LIMITED.

SOLE AGENTS.

CHINA MUTUAL LIFE INSURANCE CO., LD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATTE, Esq., Managing Director.

A. J. HUGHES, Esq., Secretary.

S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies' Acts, England.

Insurance in Force ... \$37,855,885.00

Assets ... \$415,250.00

Income for Year ... \$3,566,559.00

Total Security to Policyholders \$216,813.00

LEFFERTS KNOX, Esq., Hongkong, Canton, Macao and the Philippines.

E. W. TAPP, Esq., District Secretary.

C. LAWDER, Esq., Inspector Hongkong.

Advisory Board Hongkong.

SIR PAUL CHATEL, Kt., C.M.G.

T. F. BOUGH, Esq.

C. J. LAURENCE, Esq.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 3 1/2 lbs. net.

In Bags 250 lbs. net.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 20th April, 1908.

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants

Wholesale and Retail Ironmongers, Pipe

Iron and Foundry Coke Importers, General

Storekeepers and Shipchandlers. Nos. 35 & 37

Hing Loong Street (2nd St. west of Central

Market). Telephone No. 515. (565)

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong 16 h June, 1911.

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The S.S. "SUI TAI" leaving on SUNDAYS at 12.30 P.M. connects with the Excursion Steamer returning from Macao at 6 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, Opposite Hongkong Hotel.

WO HING & CO.,

No. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF

HIGH-CLASS

SWATOW DRAWN WORK.

LATEST FASHIONS OF

CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.

CHOICE ASSORTMENT OF

SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.

INSPECTION SOLICITED. PRICES REASONABLE.

Hongkong, 12th April, 1911.

LANE, CRAWFORD & CO.

ARE NOW SHOWING

BEDSTEADS OF ALL KINDS AND SIZES.

WHITE ENAMELLED TWIN

BEDSTEADS.

ALL BRASS AND BLACK AND BRASS 4 Post BEDSTEADS,

COMBINATION AND CAMP BEDS, CHILDREN'S COTS,

HAIR, BOX SPRING AND CHAIN MATTRESSES,

DOWN AND FEATHER PILLOWS, MOSQUITO CURTAINS,

BED LINEN, ETC.

LANE, CRAWFORD & CO.

92a



DEINHARD & CO.'S

WORLD-FAMOUS

HOCKS & MOSELLES.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

92a



MITSUBISHI DOCKYARD AND ENGINE WORKS.

All A.B.C., Western Union, and Engineering Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contralto Condenser, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI.

Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.

3 Dry Docks. No. 1 ... 510 ft. 55 ft. 26 ft.

No. 2 ... 350 ft. 55 ft. 26 ft.

No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OULA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks. No. 1. 7,000 Tons. 12,000 Tons.

Lifting Power. Max. Length of Ship taken in. 460 Feet. 580 Feet.

"Draft" " " " 56 " 66 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Dredger, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

ENGLISH VARNISHES.

FINEST QUALITY FOR LOCOMOTIVES AND RAILWAY CARRIAGES.

ALSO FOR BUILDERS, DECORATORS, PAINTERS, CONTRACTORS, ENGINEERS, SHIP AND YACHT BUILDERS, ETC.

ALL KINDS OF

BODY VARNISHES, COPAL VARNISHES, SPECIAL VARNISHES FOR TEAKWOOD, FRENCH POLISH, BLACK LACQUER, ETC.

IN STOCK IN HONGKONG.

Apply for Buyers' Guide and full information to—

WILKINSON, HEYWOOD & CLARK, LD.

ALEXANDRA BUILDINGS, HONGKONG.

W. D. GRAHAM,

GENERAL MANAGER IN THE EAST.

[a733-3]

LONG HING & CO.,

PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

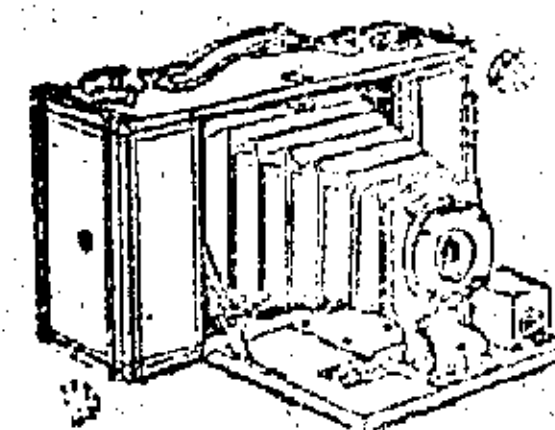


PHOTO GOODS of every description, EASTMAN

KODAKS and CARBINE CAMERAS, &c.

FRESH KODAK FILMS IN STOCK.

DEVELOPING AND PRINTING A SPECIALITY.

[a57]

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkins.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 505, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

105 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

KELLY & WALSH, LTD.

BRASSEY'S NAVAL ANNUAL, 1911 \$10.50

Royal Academy Pictures and Sculpture, 1911 ... 4.50

Catalogue Illustré du Salon, 1911 ... 2.25

The Woman's Home Book: Contains everything a woman ought to know ... 3.10

From a College Window, by A. C. Benson ... 2.75

The Data of Ethics, by Herbert Spencer ... 3.10

The Rise and Influence of Rationalism in Europe, by W. B. H. Lecky ... 1.20

"606" in Theory and Practice, by Professor Dr. Paul Ehrlich ... 6.50

Young Carl-Birds, by C. E. B. Russell ... 3.10

The Book of Cricket, by P. F. Warner ... 4.50

Golf Made Easy, by Allerton and Browning ... 60

The Philosophy of Long Life, by Jean Finot ... 6.50

Greek Athletic Sports and Festivals, by E. M. Gardner ... 9.00

Religions and Philosophies of the East, by J. M. Kennedy ... 5.25

Science from an Easy Chair, by Sir Ray Lankester ... 4.50

Mating, Marriage and the Status of Woman, by James Corn ... 2.25

The Dawn of the Health Age, by Benjamin Moro ... 3.10

EDUCATIONAL REFORM IN CHINA, by Henry Graybill ... \$2.00

Chinese Folk-Lore Tales, by Rev. MacGowan ... 1.25

AGENTS IN THE FAR EAST FOR MAPS ISSUED BY THE GEOGRAPHICAL SECTION OF H. M. WAR OFFICE.

Map of Hongkong and the New Territory ... \$1.50

Map of Province of Yunnan ... 2.10

Map of Province of Honan ... 1.50

Map of Province of Szechuan ... 1.50

Map of Province of Shantung ... 1.20

Map of Province of Chihli ... 90

Map of Province of Fuchien ... 60

Map of China Showing Railways, Telegraphs and Treaty Ports ... 90

CHEAP CLOTH BOUND EDITIONS:

The Tale of the Great Martyr, by W. H. Fitchett ... \$0.20

Roberta of Sunnybrook Farm, by Kate D. Wiggin ... 80

Marcia in Germany: an Indiscreet Chronicle ... 80

For Her Only, by Charles Garvice ... 80

Kingsmead, by B. von Hatten ... 80

Under the Red Robe, by Stanley Weyman ... 80

Jess, by H. Rider Haggard ... 40

Only Betty, by Curtis Yorkie ... 40

SANDOW'S COMBINED DEVELOPER.

SANDOW'S CONCENTRATED EMBROCATION.

WEISMANN, LTD.

BAKERS.

CONFECTIONERS.

CATERERS.

RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

HOTELS.

HONGKONG HOTEL

FINEST HOTEL IN THE FAR EAST

Recently Refurnished and Redecorated.

Large Airy Public Rooms.

Electric Lighting, Lifts and Fans.

Suites de Luxe.

Bedrooms with European Bath and Lavatory attached.

Perfect Sanitation.

The new Lounge will shortly be Completed. A la Carte Restaurant and Grill Room Open 1st October.

J. H. TAGGART, Manager

[a51]

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 24th July, 1905. [a560]

GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position.

Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light throughout and Fans.

Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sundry Arrangements of the latest HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to

FREDERICK REICHMANN, Proprietor

(late Manager of J. H. LYONS (Proprietor) loading Caterers in London, and GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE NO. 197.

TELEGRAPHIC ADDRESS "COMFORT," Hongkong.

Hongkong, 1st September, 1910. [a43]

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.

Telephone, No. 690.

Apply to—Mrs. F. W. WATTS.

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a52]

VICTORIA HOTEL

SHAMHEEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMHEEN."

SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

INTIMATION



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER

ALE,

STONE

GINGER BEER,

PYERIS-Sparkling

Mineral Table Water.

A. S. WATSON & CO.,

LIMITED,

HONGKONG.

[25]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS
Code: A.D.C. 5th Ed. Liverpool
P. O. Box 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 5th, 1911.

We know not what amount of truth there is in the report that the Canton Government has endeavored, though unsuccessfully, to induce the Government of the Portuguese Colony of Macao, by the offer of substantial monetary compensation, to fall into line with Canton in the crusade against gambling. According to the reports which have appeared in the Chinese papers, the Macao Government required compensation to the amount of \$400,000; but the Viceroy, though keenly desirous of securing the co-operation of the Government of Macao in this matter, felt that he could not increase his offer above \$200,000 without most seriously embarrassing the finances of the provinces under his jurisdiction. As in the case of the suppression of opium smoking, so in the case of gambling, which most people will agree in regarding as a far greater evil, the Canton Government has succeeded beyond the most sanguine expectations of all observers who were aware of the extent of the evil in Canton. It would be absurd to suggest that because all the lotteries, great and small, hitherto conducted in the city have been suppressed and all the fan-tan establishments closed that the people have suddenly cured themselves of a habit which in the case of many thousands of the populace must be ingrained. Our correspondent at Canton in his letters since the prohibition of gambling came into force has shown that a good deal of surreptitious gambling still goes on, just as it does in the Colony of Hongkong where gambling has been prohibited by Ordinance for very many

years and where the police are ever on the alert for offenders. We do not hear much concerning the activity of the police at Canton in suppressing surreptitious gambling, which it is not to be doubted widely prevails in the city; still it is indisputably a great gain to public morality and welfare to have closed all the facilities for gambling which have hitherto existed in the city. It is a subject of much comment in the vernacular press that people are now going in increasing numbers from Canton to Macao, where every facility for gambling may be enjoyed to their hearts' content, or rather, in most cases probably, to the limit of their purses. Naturally this is highly displeasing to the Chinese who have been working for the abolition of gambling. We do not know of our own knowledge that gambling is more flourishing at Macao than it has been for many years, but this is the report in the Chinese press, and Portugal comes in for very scathing censure for thus counter-acting the efforts in the interests of the welfare of the people which the Chinese authorities have been making in the neighbouring city. As to Macao itself, which has been suffered by its administrators to degenerate from an important commercial port into "a resort for gamblers," a Peking paper tells us that "debauchery, blackmail, kidnapping and other crimes and vices resulting from gambling are on the increase." We are not in a position either to confirm or deny this statement, and quote it merely as a specimen of the writing in which Chinese journalists indulge concerning Macao. The paper from which we take this statement contrasts Macao's action with that of Great Britain in regard to opium, which, it says, involved a far greater monetary sacrifice than does the suppression of gambling at Macao. But, relatively speaking, that is not the case. The sacrifice of the entire revenue which Macao derives from gambling monopolies would mean the bankruptcy of the Colony. Portugal itself has the most drastic laws against gambling, and the Government will no doubt recognise the force and the justice of the Chinese representations regarding Macao, but unless the Government at Lisbon is in a financial position to make an annual grant to the Colony by way of compensation for abolishing gambling, from which it derives so large a proportion of its revenue, we see little prospect of Macao ceasing for some time yet to be the "Monte Carlo of the East." At the present time Macao is carrying out a costly harbour improvement scheme in the hope of recovering some of its lost prestige as a commercial port, and there is renewed talk of railway connection with the port with the same object in view. When these expectations are fulfilled, the government of Macao may be able to sacrifice the revenue it now derives from gambling monopolies, but that day seems a long way off yet.

One case of plague, fatal, was reported yesterday. The total now stands at 184.

Early on Monday morning \$36 worth of jewellery was stolen from 24, Bonham Road.

All Japanese warships were ordered to fully dress ship and salute the British Flag on Coronation Day.

The Japanese gunboat *Fushimi*, under the command of Captain Katsura, has returned to Shanghai after successfully navigating the upper Yangtze.

Commander H. Butterworth, R.N., of Devonport (lately of Hongkong), has been appointed to control the training ship *Indefatigable*, stationed in the Mersey.

The Hippodrome Circus and Menagerie at Causeway Bay opens to-night. It has a great combination of clever artists and the zoo of performing wild animals is one of the best.

Inspector Withers proceeded against an iron dealer from 27, Des Vœux Road West, before Mr. Wood at the Magistracy yesterday, for retailing goods with unjust scales. A fine of \$30 was imposed.

At Buckingham Palace, on 25th May, Mrs. Henry Keswick was presented at their Majesties' Court by Mrs. Harcourt. Miss Clara Dudgeon was also presented by her mother, Lady Dudgeon.

On Monday evening six Chinese, three of whom were armed with knives, entered a house at 119, Kromer Street, Taikotkeni. They bound and gagged the mistress and her koki, looked them in a room, and after ransacking the house departed with money and clothing to the value of \$126.

News reached Manila last week of the untimely death of Mr. Samuel A. Markham at the port of Suai, where he was taken ashore from the Norddeutscher Lloyd steamship *Prinz Ludwig*, critically ill from an attack of appendicitis. He died within a few hours. Mr. Markham was en route to his home in the State of Michigan after about three years' service in the Philippines as a surveyor in the bureau of

A former constable has notified the police that on the conclusion of cooling operations on a Japanese steamer near Douglas wharf he mustered his man, and discovered that one was missing.

In an interview at Burjooling on the 9th ult. the Dalai Lama said that the Chinese, being bent on regaining some of their lost prestige, had occupied Tibet with a large number of troops. He strongly criticised the attitude of the Chinese Foreign Office in Peking, and bitterly complained of the treatment of Tibetans by the present Amban.

According to the *Manila Cable News*, Yung Kie, alias Tak Nan, cashier of the Y.M.C.A. Café, was taken in custody by a plain clothes man of the Luneta police staff on June 29th, and later turned over to the Customs authorities for deportation. Yung claims to be a Canton man, and to have been in the islands since 1906, but the manner of his coming was questionable, he having entered the islands through the port of Jolo without the formality of advising the port authorities of his intention to land. He will be given a free ticket back to China, where the knowledge of English he acquired during his five years' residence in the islands may stand him in good stead. He is a very bright young man.

Murders of Americans in Mindanao, says the *Manila Cable News*, have reached about the maximum record, according to reports just received by mail, which set to that four more Americans were killed recently. Sergeant Michaelis of the 21st U.S. Infantry was the victim of a juramentado at Parang. The mad Moro struck him down from behind with a blow that split the sergeant's head open, and then slashed his prostrate body six times. John Oyler, owner of a ranch near Hagun, and Fred Voxshores, one of his employees, were hacked to pieces on the Overton-Hagan road and their decomposed bodies were not found for four days. The fourth American victim was Mr. McGill, a cocoanut planter at Pantar, who was beheaded to death. No details can be learned regarding the manner in which the murder was accomplished.

It is stated in the Manila papers that advices from the China coast state that for some months past United States consular officials have complained of the inadequate naval force which is at present maintained in the Far East by the Washington Government. It is understood that quite a few incidents have occurred within the past few months that have more fully disclosed the fact to be true. Recently a detachment of marines at Cavite were placed under orders to proceed to China, but our Manila contemporary remarks that although the complaints of the consular officials have no bearing upon this transfer of marines to the American gunboats on the China coast, it is expected that within the near future a more respectable naval representation in Chinese waters will be ordered by Washington.

THE TYPHOON.

On Monday night, and all day yesterday, the typhoon kept within the 300 mile radius, and Hongkong was swept with heavy rain and wind squalls. The harbour was deserted, except for the presence of a few large steamers, including H. M. S. *Newcastle* and the two French Mail steamers. The "Star" forries, which stopped running for some two hours on Monday night, ran without interruption yesterday, but passengers, when overtaken by the frequent and furious squalls, experienced a very rough voyage. The signals were taken down late in the afternoon.

Ashore, many buildings were shaken by the furious gusts of wind, and the banging of shutters and the crash of broken glass was no uncommon sound. In some of the small lanes in the Central District there appears to have been rank carelessness in the securing of shutters; in fact, the windows of many winelows were not fastened at all, and the wonder is that no accident occurred to passing pedestrians. So far, however, it is satisfactory to be able to record that no serious damage has occurred. A few trees have been uprooted and a few matches blown down, while the new Stadium erected near the Dollo View Hotel has been partially demolished. Launch communication with the outports in the New Territory was postponed until the storm abated, so that it will be a day or so yet before news reaches the Colony as to how the residents of these villages have fared.

THE "GLORIOUS FOURTH."

The American national holiday was celebrated by the American community yesterday in the customary manner. Consul-General Anderson, assisted by Mr. A. E. Carleton, the Vice-Consul, received a large number of officials and other residents who called at the Consulate to offer their congratulations. As usual also there was a constant stream of callers between eleven and one o'clock at the Standard Oil Company's Offices, where they were welcomed by Mr. J. W. Bolles and his staff; and also at Dr. Noble's.

DEATH OF LIEUT.-COLONEL WILLIAMSON.

The death of Lieutenant-Colonel W. A. F. Williamson, Army Service Corps, has occurred at Haddon, at the age of forty-four. Colonel Williamson joined the Army Service Corps in 1891, after having served for a year in the Yorkshire Regiment. He became captain in 1895, major in 1902, and lieutenant-colonel at the beginning of the present year.

The late Lieut.-Colonel Williamson was the immediate predecessor of Major Fisher, as Officer Commanding Army Service Corps, South China (Hongkong), and left the Colony just over three years ago for England. He was buried in the Military Cemetery, Aldershot, with full military honours on the 10th June.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

THE DECLARATION OF LONDON.

HOUSE OF COMMONS ASSENTS TO ITS RATIFICATION.

LONDON, July 4th.

In the House of Commons Mr. Balfour contended that the Declaration of London precluded the Government from ever protesting against the illegal treatment of neutrals, everything being left to the belated decision of an imperfect tribunal, thus destroying the existing remedy which was immediate and powerful, and often proved effective. The changes all favoured military as against naval, and continental as against island power. He appealed for closer examination by the experts before the Declaration was committed to ratification which would never be revisable.

LATER.

The House of Commons has passed the second reading of the Naval Prize Bill without a division, thus assenting to the Declaration of London.

Sir Edward Grey and Mr. Asquith delivered powerful speeches accepting responsibility for the Declaration as being in the highest interests of the peace of the world and British maritime supremacy.

The House had previously defeated by 301 votes to 231 an amendment moved by Mr. Butcher, which Mr. Balfour supported, demanding that the Declaration be submitted to a Commission of Experts before the Bill be proceeded with.

The Division figures were greeted with Opposition cheers and some cries of "Traitors!" and "Gamblers with the People's Food."

POWERFUL SPEECH BY SIR EDWARD GREY.

LATER.

Sir Edward Grey said he had no reason to complain of the attitude of the official Leaders of the Opposition, but in the general Opposition to the Declaration there had been a gross amount of misstatement and misrepresentation. Mr. Balfour and many of the Opposition had come rather late to the consideration of the question, and the result was that their attention, coming upon all the criticism that had been devoted to these things, had become focussed and concentrated on what were not really the most important points. Mr. Balfour never mentioned the central point of the whole matter from the naval point of view, namely, the effect of the Declaration on our rights of blockade when we were belligerents. Another thing which introduces confusion, said Sir Edward Grey, is the attempt to dovetail into each other, as Mr. Balfour did, the effect upon belligerents and questions which must be carefully separated.

Sir Edward proceeded: I deal with the question of neutrals briefly, because I am convinced if I can prove we gain as belligerents that the case for the opposition against the Declaration must drop. As neutrals, I am convinced that we gain. Take the question of the sinking of vessels. The late Government left us to claim compensation for vessels sunk despite their protests, and there was no remedy whatsoever except in Russian prize courts. We did not get compensation, precisely because those Courts upheld the principle of the sinking. Then came The Hague Conference where the majority of the Powers were against a rule prohibiting sinking. When we came with the Declaration of London the United States, which supported us at The Hague, itself put in as its own view that, under restricted conditions, sinking was allowable. After that what was the use in trying to proceed further in securing international law that in no circumstances should sinking be allowed? The Chambers of Commerce bombarded the late Government to give them some free list. They would be able now, if in office, to give a much more satisfactory answer. Under the Declaration of London surely we have much more chance before an International Prize Court with a majority of neutrals than we can have in the prize court of the belligerent, who is judge in his own court.

We now come to the question as to how the Declaration will affect us as belligerents. Does it really increase the risk of interference with our food supplies when we are at war? My great point in favour of the Declaration from the naval point of view is that, as regards blockade, we have got an agreement diminishing the risk of interference with our action as belligerents, the prospect of which has become a very serious question unless an agreement is reached pretty soon. I lay down the broad proposition that if we can keep the sea free for the British flag in time of war, we can keep

it free for neutrals in time of war. If the British flag is driven from the sea we cannot be saved from starvation by dependence upon neutrals. I contend that without the Declaration you revert to the risk of food being declared absolute contraband. If the Declaration is ratified there will be three points in favour of the insurer now non-existent. The insurer will know that food cannot legally be treated as absolute contraband; that the doctrine of continuous voyage cannot lawfully be applied; and that if cargo is illegally seized compensation can be claimed before an unbiased international court. This must favourably affect the conveyance of goods to us in time of war.

With regard to the sinking of neutrals the only change which the Declaration makes is that if our enemy sinks neutrals coming to us he will have to prove the emergency before an International Court on which he has only one representative. That fact will not make it easier for him to prove the emergency. Mr. Balfour argued that if we were at war and our enemy interfered with neutrals bringing us food he would probably bring down the interference of the neutral Power concerned, and that would be to our advantage, but that if the Declaration were ratified, the neutral Powers would remain passive and await the decision of the International Prize Court. I contend that if we are at war with a great Continental Power, there is only one great neutral Power interested in the supply of food to us, and with a fleet to interfere which is likely to be of use to us; and that is the United States. We have no right to speculate on the action of the United States. It is for them to take their own view of the Declaration. What their policy may be is for them to say; we have no right to expect that they, without this Declaration, will take a more extreme line against the sinking of neutral vessels than they will after the Declaration is passed. (Ministerial cheers.) We must bear in mind that the United States is no reluctant party to signing the Declaration. They are an actively consenting party. They throughout have taken deep interest in the prompt establishment of an international prize court and have always regarded the acceptance of the Declaration as essential to the establishment of the successful working of such a court. It is untrue that the United States regard the failure of the prize court convention and the Declaration with satisfaction or indifference. The United States is at least as anxious to ratify the Declaration as the Continental Powers, and it is not to be regarded as a question of the Continental Powers versus Great Britain. Supposing the Declaration and the Prize Court Convention failed, that it never came into existence and that it was never ratified because at the last moment we refused to ratify, what is the probable course of events? We are at war with a Continental Power, and that Power will know perfectly well that the United States and itself were agreed under the Declaration of London; and agreed regarding the rules of maritime war. The probable consequence is that our Continental enemy, knowing the risk and desiring to avoid the danger of friction with the United States, the great maritime neutral interested in our food supply, will propose to the United States that each agree at the outset of the war to accept the rules of the Declaration as those which should regulate their relations and would be prepared to refer to arbitration any question arising between them regarding the Declaration. We should be no better off in that case than if we ratified the Declaration. Indeed, if it was owing to us that the Declaration was not ratified we would be worse off, because we would not be entitled to appeal to any of its articles. Moreover, it would not follow that the United States or any other neutral would concede to us what we gain under the Declaration regarding the rights of blockade. This is a most important point. Conditions have changed from the old days of unrestricted action. Your two-power or three-power standard is no longer going to be a world-power standard. That is due to the growth of fleets generally and the risk of neutrals interfering with belligerents. We would never bring a continental enemy to his knees by dealing with contraband alone, for he makes his own munitions and is able to get his supplies overland. What is the particular weapon we wish to retain unimpaired? In what particular way do we wish neutrals not to interfere in time of war? It is the blockade. As the world's fleets have been growing it has been becoming more important to us in order that we should not be crippled when belligerents to make sure that neutrals should not interfere with what we regard as an essential and effective right of blockade. Now honourable members will perhaps realise why the two Naval Delegates signed the report. Hitherto there has been divergent views on the subject of the blockade

The Continental view would hamper us very much. We have got under the Declaration an agreement that the right of blockade shall be an elastic and not a fixed right. We have secured conditions which in the opinion of the Admiralty were essential to the effective use of the blockade. (Ministerial cheers.) I have never seen any evidence that any of the much-quoted Admirals consider the increasing dependence of belligerents upon the assent of neutrals, upon the greater tendency to put restriction upon belligerent action which no one fleet can resist. When we are asked to appoint a Commission of experts I say: We dealt with the question of blockade from the view point of high policy; we are not going to devolve the responsibility upon any commission of experts. (Ministerial cheers.) Regarding the conversion of merchantmen as belligerents, we are not affected. We would continue to do our best to destroy them. All vessels so convertible are known, and therefore the matter is not so important to us as might be supposed. By declining to ratify the Declaration you obstruct the really genuine desire of the other great Powers to come to some agreement, and you take a step in the direction of setting the world against you. I have very little doubt that the Declaration would remain. It would be regarded by the Powers as a sort of rule of international law which they mean to observe amongst themselves, and we would be left outside. We do not want to be left outside this international agreement, it is perfectly safe for us to enter it. (Ministerial cheers.)

COLONIAL DELEGATES IN IRELAND.

LONDON, 4th July.

The Delegates of the Dominions on visiting Dublin were entertained to luncheon at the Vice-Royal Lodge.

The Lord Lieutenant said the inclusion of Ireland in the tour of the Delegates was the suggestion of one person only who should be nameless.

M. Oliver of South Africa said that from what they had seen Great Britain was not declining at war's progress.

At the dinner given in honour of the delegates at University College, Mr. Christian Botha replying to the toast of "The Overseas Visitors," said the British Empire had kept absolute faith with the people of South Africa and given them a position among the free nations of the Empire.

The Hon. J. T. Molloy, President of the of the South African House of Assembly, in toasting Ireland said that South Africans were happy and prosperous because of their free institutions. They wished prosperity to come to Ireland.

THE SITUATION IN MOROCCO.

LONDON, July 4th.

France is now discussing the Agadir affair with Great Britain and Russia.

It is announced in Berlin that Germany's attitude will be one of tranquil expectation, hoping that the incident will lead to an exchange of views between the Powers interested and thus clear the situation. Germany will not withdraw until she is satisfied that normal conditions have been restored or unless an agreement is concluded with other Powers.

The Spanish papers are delighted with the German action, which, like the Spanish, is due to the Tunisification of Morocco by France. The German papers are emphatic that no landing of troops has taken place.

SEAMEN'S STRIKE SETTLING.

LONDON, July 4th.

The strike of seamen appears to be rapidly coming to an end. An understanding was reached with the men at Liverpool and Hull yesterday afternoon. The demands of the strikers are being conceded in other ports.

LATER.

The steamers *Germania* and *Empress of Britain*, whose departure was delayed by the strike, have sailed from Liverpool.

EUROPEAN CIRCUIT AVIATION RACE.

LONDON, July 4th.

The aviators stopped at Shoreham thence proceeding to London. Vedrine was the first to arrive at Haddon, being followed by Vidart thirty-six minutes later, then Krimmerling, Beaumont, Valentine, and Carrues arriving within half-an-hour.

LATER.

Ten airmen have arrived at Haddon. Train did not finish, as he damaged his machine while landing at Heighon.

Beaumont won £2,500 for making the fastest time between Paris and London, and Vedrine was the winner of the stage between Calais and London.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 5th E.L. Lohr's.

NEW ADVERTISEMENTS

FOR SALE.

YOST TYPEWRITER, almost new Reasonable Price. Apply to—

Care of "Daily Press" Office, Hongkong, 5th July, 1911. [910]

SITUATION WANTED BY A FOREIGNER.

A SCHOOL BOY, 16 years of age, wants position in Insurance, Shipping or any Mercantile Office; no objection to outposts, willing to work two months without pay and then start with a Reasonable Salary. Apply to—

A. B. C. Care of "Daily Press" Office, Hongkong, 5th July, 1911. [904]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock at BROWN, JONES & Co., 41, Morrison Hill Road. Hongkong, 1st June, 1911. [776]

NOTICE.

IT is proposed to form a TENNIS CLUB at Kowloon for Europeans and to lease the Four Courts at the back of HUMPHREYS ESTATE Co.'s Flats in Nathan Road. Those interested in the above project are requested to send in their names to—

The Secretary, HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 22nd June, 1911. [872]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO from 1st January, 1912, as set out hereunder:

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon on the 1st day of October, 1911, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1912.

The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1912, 1913 and 1914; a different sum may be offered for the first, second and third years respectively. The prices offered for the separate years should be framed on a sliding scale according to the number of cattle. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

The Farms above referred to are the OPIUM, SMOKE, GAMBLING and PRAWNSHOPPING FARMS for the whole or part of the State. Copies of the Forms of Contract for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. GUTHRIE & Co., Singapore and Penang, or of Messrs. GRIN, LIVINGSTON & Co., at Hongkong.

The retail rates for Charitable Bids by Government for the OPIUM Farm for 1912, 1913 and 1914, are those specified below viz:—

For every 3000 packets	...	\$0.14
" 4 "	...	0.19
" 5 "	...	0.24
" 6 "	...	0.29
" 3 shi receptacles	...	1.45
" 1 tub	...	4.00

Hongkong, 19th June, 1911. [848]

YOU

Can always get the best quality

LOCAL

BEEF AND MUTTON and **AUSTRALIAN**

FROZEN MUTTON,

LAMB, RABBITS,

HARES.

From

THE

DAIRY FARM CO., LTD.
Butcher's Dept.
Price-list on application. [36]

INTIMATIONS

THE HIPPODROME CIRCUS AND MENAGERIE.

Location—CAUSEWAY BAY.

Under a Specially Constructed

MAT SHED.

TO-NIGHT! TO-NIGHT!!

JULY 5th, 1911.

Doors Open at 8 P.M. Overture 9.15.

25 FIRST-CLASS ARTISTS 25

Including the latest and most expensive

ANIMAL ACT

ever brought to the East.

THE LIONS!!! THE LIONS!!!

introduced by

G. URBAN,

Prince of Animal Trainers.

NEARLY EVERY ARTIST NEW TO

HONGKONG.

Full Box ... \$15.00 Second Seats ... \$1.00

Single Seat in Box 3.0 Stalls (Carpeted) 0.50

First Class Seats ... 2.00 Gallery (Notices only) 0.30

Soldiers and Sailors in uniform:

Stalls ... 30 cts.

Second Seats ... 50 cts.

MATINEES!

EVERY SATURDAY, AT 4.30 P.M.,

When Children under 12 years of age will be

admitted Half Price to all Parts.

BOOKING OFFICE FOR SEATS:

ROBINSON PIANO CO.

Watch Hand-Bills for Further Announcements.

Hongkong, 1st July, 1911. [189]

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL, at 12 NOON, on SATURDAY, the 8th day of July, when the following Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 17th day of June, 1911, will be submitted for confirmation as Special Resolutions:—

1. That GEO. FENWICK & Co., Ltd., be

wound up voluntarily.

2. That the partners in the firm of Messrs.

PERCY SMITH, SETH and

FLEMING, of Hongkong, be appointed

Liquidators, with power for any one of

them to exercise any of the powers of

such Liquidators.

By Order of the Board of Directors,

JOHN I. ANDREW,

General Manager.

Hongkong, 30th June, 1911. [898]

THE PRACTICAL MERCANTILE AND

TECHNICAL TRAINING CLASSES.

WE teach you only what is practical and

applicable to your business or occupation.

Our different subjects are:—

A General Merchant's Business.

Estimates on Machinery and on Contracts.

German Language. Typewriting.

Electrical Engineering. Stationary Steam

Mechanical. Gas, Gasolene and

Hydraulic. Oil Engines.

Mining.

The above subjects are sub-divided into special

courses.

Please write us for full particulars on any

subject.

We are also Agents for the well-known and

renowned

ELECTRICAL ENGINEER INSTITUTE

OF CORRESPONDENCE INSTRU-

CTION, LONDON.

The subjects they teach are as follows:—

Electrical Engineering, Mechanical Engineering.

The Electrical Engineer Institute also sub-

divide the subjects they teach into special courses

for the selection and choice of their students, so

that they may go in for a complete course or a

special branch of Electrical Engineering or

Mechanical Engineering.

We shall be glad to give you full information,

if you will kindly write to:—**TRAINING.**

Care of "Daily Press" Office

Hongkong, 28th June, 1911. [883]

GRACA & CO.

Frederic St. (Hongkong Hotel Building),

Dealers in

POSTAGE STAMPS, VIEW POST

CARDS, FLOWER SEEDS,

CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp

and Post Card Albums, Artistic Mosaic Pictures

made of used Postage Stamps.

Inspection Invited. [891]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

PUBLIC COMPANY

HUMPHREYS ESTATE & FINANCE

COMPANY, LTD.

SHARE CERTIFICATES. Nos. 5,348 and

5,349 for One hundred and twenty-five

(125) Shares numbered 148,070 to 148,194 and

148,170 to 148,194 inclusive, fully paid-up,

standing in the Register in the name of NG

LI HENG, of Hongkong, having been Lost or

Destroyed, Notice is hereby given that unless

the said Certificates be produced at the Offices

of the Company, Alexandra Buildings, Des

Venue Road Central, Hongkong, on or before the

28th day of July, 1911, New Certificates for the

said Shares will be issued and the Old Certi-

ficates will thereafter be held by the Company

as null and void.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 28th June, 1911. [887]

NOTICES OF FIRMS

NOTICE.

WE have authorized Mr. MAX STEGER

to sign the name of our Firm.

REUTER, BROCKELMANN & Co.

Hongkong and China, 1st July, 1911. [903]

NOTICE.

MR. AUGUSTO ANTONIO SEQUEIRA

has this Date been admitted a partner

in our Firm and is authorized to Sign per

Procuration.

SEQUEIRA & Co.

Pakhoi, 1st July, 1911. [907]

DENTISTRY

DR. M. H. CHAUN.

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL.

ST FLOOR, ROOMS 2 and 3. From the

University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [408]

NEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation Free.

Hongkong, 21st September, 1905. [478]

FOR SALE

FOR SALE OR TO LET.

"KENNIS" 76A, PEAK; SEVEN

ROOMS; Large Verandah;

American heating apparatus installed, making

the House dry and comfortable throughout the

year; Vegetable and Flower Gardens, Croquet

Lawn. 15 minutes' walk from Tram, 7 minutes

from Peak. Cool in Summer, Warm in Winter.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 2nd February, 1911. [270]

FOR SALE.

REMAINING Portions of MARINE

LOTS 31 and 36, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR

PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., Ltd.,

ENGINEERS, &c.,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL of the

Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record

TO LET

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted

and colour-washed throughout. Cheap rent.

NEW and COMMODIOUS SHOPS,

Nathan Road, Kowloon. Immediate

Possession. Cheap Rentals.

KOWLOON MARINE LOT 49, Yau-mat,

Area 85,200 square feet with 255 feet Sea

Frontage. Especially suited for Storage of

Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE

COMPANY, LIMITED.

Hongkong, 14th February, 1911. [892]

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply—

CHATER & MODY.

Hongkong, 31st March, 1911. [121]

TO LET.

TWO OFFICES on 1st Floor of Hotel

Mansions.

Apply to—

HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, 7th April, 1911. [575]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to



NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.



"Montserrat"
Lime Juice.

Shiploads of
"thirst-quencher"
is a description which may be applied to the cargoes of the vessels "Circ" and "Otter," which dropped anchor recently in Liverpool docks. The first brought 50,000 gallons and the second 40,000 gallons of pure health-giving lime juice, direct from the island of Montserrat—the famous tropical home of the cultivated lime-fruit from which comes

"MONTERRAT"
LIME JUICE.

Supplied in two forms—
Unsweetened, i.e., plain lime juice.
Sweetened, i.e., lime juice cordial.

"Analysis PROVES that
**PLASMON
OATS**
are Scotland's Best — "Enormously increased in food value by the addition of Plasmon."—Lancet.

PLASMON is used by the ROYAL FAMILY
Plasmon, Ltd., London, Eng.



LADIES' SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penay royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

LATE TELEGRAPHIC NEWS.

A MAHARAJAH ENTERTAINED BY CAMBRIDGE UNIVERSITY.

London, June 16th.
Entertained at a lunch during his visit to Cambridge University, H. H. the Maharajah of Bikanir, replying to the Vice-Chancellor's toast, said that the Rajputs were more at home when indulging in warlike pursuits than with pen or with speech-making. Nevertheless, he accepted the compliment they had paid him on behalf of the Princes of India, who were staunch Imperialists and yielded to none in their loyalty to their beloved King-Emperor.

The cause of education and the welfare of our people," added His Highness, "are very close to our hearts."

CAMBRIDGE UNIVERSITY WRANGLERS.
The Cambridge University Wranglers included four County Council schoolboys and also an Indian, Mr. Makarji, of Lahore, and one Australian.

The papers give prominence to the remarkable success of Mr. Inayatulla Khan, of Amritsar. He was twenty-seventh Wrangler in 1909 and First-Class in Oriental Languages and Third-Class in Natural Science in 1911.

DEFERRED FREIGHT REBATES.
At the meeting of the Imperial Conference to-day, Sir D. P. de V. Graaf, the South African Minister of Posts and Telegraphs, introducing the Postal Resolutions, described South Africa's difficulties as due to the methods of the conference. Lines and the enormous advantages American shippers derived as a result of legislation making deferred rebates illegal. The Union was determined to have an open freight market.

Mr. Baxton said that the feeling among merchant shippers in Great Britain was not so strongly opposed to the deferred rebates as to justify the recommendation of legislative prohibition. Government was, therefore, unable to accept the resolution in the form proposed, but, if the South Africans would accept an amendment in favour of concerted action of all Governments of the Empire against shipping combinations, only when it was shown that they operated to the prejudice of the Empire's trade, Government would agree.

AMENDED RESOLUTION ACCEPTED.
The Canadian, Australian, and New Zealand delegates supported the resolution, which was carried, subject to Mr. Baxton's amendment.

THE PORTUGUESE REPUBLIC.
London, June 16th.
The Portuguese Minister of the Interior has been visiting the districts on the frontier where it was reported that preparations were being made for Royalist raids from Galicia. It is understood that the Minister was enthusiastically received everywhere.

The Lisbon newspapers state that the Government have ordered the arrest of two Portuguese Royalist leaders and that weapons and arms have been seized in Galicia.

The papers add that the Royalists are concentrating near Lissabon.

MONARCHIST CONSPIRACY IN THE SOUTH OF PORTUGAL.
Lisbon, June 18th.

A Monarchist conspiracy in Southern Portugal was discovered and the Government promptly took measures which frustrated the designs of the plotters.

GRAY BEATS INMAN.
London, June 16th.

In the billiard match fought on even terms between Gray and Inman the final scores were—Gray, 16,000; Inman, 7,251.

MORE AVIATION FATALITIES.
London, June 18th.

A so-called European Circuit Aviation Race has started from Paris through France, Belgium, Holland, England, and back to Paris, the total distance being about a thousand miles. When one of the competitors, a French Lieutenant, Prince Teau, was practising before he started his aeroplane fell to the ground and caught fire. Prince Teau was burnt to death and charred beyond recognition.

Soon after starting the aviator Lomartia was thrown against a tree and killed.

The race has been organized by the newspapers Le Journal of Paris and the Standard of London.

BANQUET TO OVERSEAS JOURNALISTS.
London, June 18th.

The Empire Press Union last night entertained the Overseas journalists at a banquet at the Prince's Restaurant. Lord Barnham presided and Lord Curzon, Lord Northcliffe, and a number of the Dominion Premiers were present.

Lord Barnham referred to the valuable work done in the past two years by the administration of the Empire Press Union in securing important concessions in cable rates and a more advantageous supply of news to the papers in India, South Africa, and Australasia through an arrangement with the Eastern companies and Reuters and various small understandings of a mutually beneficial nature.

Lord Curzon, proposing the toast of "Our Guests," said the Press in the Dominions were strongly imbued with the Imperial spirit.

THE DOUBLE INCOME-TAX QUESTION AGAIN.
London, June 18th.

The official report of Friday afternoon's sitting of the Imperial Conference states that General Botha urged that persons of small incomes resident in the Dominions should only pay the Colonial income tax. The chairman and the Colonial income tax. Mr. Lloyd George said that the abolition of the double-income-tax would involve a loss of two millions which would mean another penny and later two-pence on the income tax for residents in Great Britain. It was impossible to face this loss, at any rate so soon after the great struggle of 1909-10. Mr. Lloyd George said it might be considered. He would ascertain the effect and communicate his decision later.

CROWN PRINCE OF GERMANY IN A MOTOR ACCIDENT.
London, June 15th.

The Crown Prince of Germany, while driving his motor into Berlin, skidded against a corner. The car was smashed, but the Prince jumped to the pavement unhurt. The chauffeur and a footman were thrown out, one being hurt badly.

Mr. Fisher considered that Sir Joseph Ward's proposal regarding a Pacific service of mail steamers was impracticable.

Mr. Malan suggested that the proposal be referred to a Royal Commission.

Mr. Lloyd George thought that Mr. Malan's suggestion was an excellent one.

Sir Joseph Ward withdrew his proposal.

GREAT PATHOLOGIST DEAD.
London, June 17th.

The death is announced of Sir Robert Boyce, SURFACETTE PRACTICE IN LONDON.

A mammoth Coronation procession, with seventy bands, organized by the military authorities, marched from the Embankment to the Albert Hall, where an assembly was held, the idea of the procession being to represent in pageantry the part women have played in history.

One section symbolized the greatness of the Unity of the Empire, and was headed by a tastefully decorated car, behind which walked British Overseas and International representatives in native costumes, carrying the emblems of their countries.

Mrs. Fisher, Mrs. McGowan, the wives of the Commonwealth and New South Wales Premiers, Lady Bessy, and Lady Cockburn were among the notable people taking part.

THE INTERNATIONAL HOUSE SHOW.
London, June 17th.

At the International House Show, a Russian, Captain Amiri Dexe, won the gold International King George the Fifth Challenge Cup for Military Officers for jumping over the course.

There were seventy-four competitors, representing England, France, Germany, Belgium, Russia and the United States.

PROFESSIONAL WOMEN IN JAPAN.
FACTORY LIFE AND THE SERVANT PROBLEM.

Western influences are, as one is well aware, sweeping away most of the landmarks of traditional Japan.

The woman of Lafordio Horne will, of course, soon be history. If the charm of the Japanese woman does not become also an episode of the past, it is perhaps because she is of all her counterparts—can best assimilate Western ideas without losing her innate fascinations, and her new education and the higher social position to which she is actively reaching are making less of a revolution in Japan than are the activities of women in this country.

"Women," said Mr. Yoshio Noda, professor at the Ladies Training College for Secondary Teachers at Nara, in a paper which he read at the Women's Institute recently, "were for many centuries inferior beings in Japan. They stayed at home, and they kept their houses in order. They looked after their children. Their ideals were to become wives and mothers of their babies. Even ladies cannot think together socially in social life. All the important work was done by men."

When Japan unrolled the doors of its trade to Europe, the movement proved the open sesame to women's work. Ever since those days, in fact, the position of girls and women has been rapidly changing, and Japan is forging fast ahead with the secondary education of her girls.

"In the last twenty years," said Mr. Noda, "there has been a rapid increase in the rate of school attendance. In secondary schools the number of girls has increased from one-third to one-half of the total number of pupils. There are a certain number of industrial and professional schools for girls, but proportionately less for the latter than for boys."

"In Japanese boys' schools," the English lady, "a few cases are French also taught. In girls' colleges it is only optional as a subject. Japanese children do not read much difficulty in learning to read Latin characters, or understanding Arabic numerals. In fact, the latter are often preferred in teaching ordinary arithmetic. They are far easier for algebra and geometry. Ever since the introduction of ink in the schools, as well as in business, the Western method of writing from left to right, instead of from right to left, has come into vogue, and is practised even where Japanese characters are concerned."

Japanese children in the secondary schools enjoy a month's holiday in the summer. The school year begins in February, and the first term ends in July. After the long vacation work begins again in September, and continues, with two weeks' interval, until the year is again completed in February.

"Women are not yet admitted to the higher Government posts. There are a few colleges for women in Japan, started, as well as a few schools of domestic science, by private enterprise. A girl leaves her high school at about seventeen. She does not go on to college until she is twenty."

"Although the professional movement is on the increase among Japanese educated women, the simplicity of home life, and the strong sense of blood relationship have hitherto been instrumental in deterring the ambitions of the Japanese woman towards independence. Mutual help among relatives is part of a family creed. Parents are looked after by their children, unmarried sisters by their brothers. There are no pressing conditions of poverty, owing to the fact that in all classes each member of a family helps another. An independent girl, if a woman is, however, greater than it used to be, although professional women, middle-class women are comparatively rare."

"The profession most widely open to women is that of teaching. A little less than a quarter of the total number of teachers are women. In girls' high schools they number 61 per cent. They are chiefly governed by men, and there are in all only about ten head-mistresses. Kindergarten is, however, managed entirely by women. There is one medical school for women in Japan. Midwifery, although an old trade, has of late very much improved as regards training. Numbers of women are also employed as post-office and bookkeeping clerks, and as waitresses in women's prisons, while there are large numbers of girls in large department stores, in the better-class shops, and in some banks."

"A few private commercial schools provide a business training for girls, and there are a certain number of typists and stenographers, who hold good positions, as well as professional women, from artists and musicians to journalists and novelists."

Negatively, the position of women in Japan is most interesting. There are, as Mr. Yoshio Noda pointed out, no social settlements or women's clubs, although social and philanthropic work interests many Japanese women. Women lawyers do not exist, notwithstanding the fact that there is no law to prevent them from practising. Women school inspectors are still only on paper.

Curiously enough the Japanese chaperone is not exempt from the servant difficulty. Factory life is proving alluring, and the embroidery, knitting, lace making, and book-binding industries are drawing many girls away from domestic service to the factories.—Evening Standard.

THE U. S. NAVAL HOSPITAL TRAGEDY AT YOKOHAMA.

In connection with the tragedy at the U. S. Naval Hospital the following decision of the preliminary court was given in the Yokohama Local Court:—

TEXT.
The accused J. E. Atkins is committed for trial on the charge of having caused death by means of wounding.

FACTS.
The accused J. E. Atkins, who was a blue-jacket on the U. S. Cruiser New Orleans, was taken on the 25th of May, 1911, to the U. S. Naval Hospital, Yokohama, suffering from a stomach and bowel disease. On the afternoon of the 4th June the accused, with some other in-patients, was drinking in N. 3 ward of the Hospital. Subsequently he secretly went out of the Hospital and proceeded to a grog-shed in Chinatown, where he took further liquor and came back to the Hospital carrying with him a bottle of whisky and three bottles of beer. After his return the accused continued drinking with three other in-patients. When the accused got drunk he boasted of his physical strength and said nobody in the room was able to defeat him. While indulging in such talk, the accused began to quarrel with J. L. Saunders, who was a man of stouter build. From high words they came to scuffling and at length Atkins was overcome by Saunders. The next moment the accused, taking a razor from a stand nearby, cut Saunders on the left side of his neck. An artery being severed, the wounded man succumbed a short time after.

The act of the accused comes under the first clause of Art. 205 of the Criminal Code, and the decision is as above given, the accused to be held with according to the provisions of the first clause of Art. 167 of the Code of Criminal Procedure.

OCEAN VOYAGES BY AIRSHIP.
TWO GREAT VENTURES CONTEMPLATED.

The recent series of disasters to dirigible balloons has caused the public to lose memory of the very remarkable achievements which stand to the credit of these adventurers in the air. The most sensational of these was without doubt the voyage of the airship "America" for 48 hours across the Atlantic. That is recalled to public attention now by the news that the attempt to cross the Atlantic by airship will be repeated this year. During August, in all probability, an airship will start from the Atlantic coast of the United States with Europe as its objective. The experiment of the "aëroplane" which mainly caused the wreck of the last experiment, will not be repeated on this occasion. It is stated that the money necessary for the expedition has already been subscribed.

Another Transatlantic airship expedition is in contemplation. A German project is to start from Cape Verde and seek to reach the West Indies by following the route of the trade wind. This airship, it is stated, will probably leave the coast of Europe in August.

COTTON GROWING IN CHOSON.
Mr. Ozi, chief of a section of the Colonization Bureau, is quoted by the Nichi Nichi as saying that it is very regrettable that the public should draw the hasty conclusion from the dissolution of the Chosen Menka Shiba Kaisha that cotton cultivation in Chosen has ended in failure. The cultivation of cotton is the peninsula is still under trial and the enterprise has a very promising future. The native cotton has short fibres and its quality is inferior. The production is also small and not fitted to answer the demands of the improved industry. The authorities have introduced American cotton plants, and the experiment shows a satisfactory result. The Government has allotted to intending cultivators a tract of land in the vicinity of Mokpo for experimental cultivation. A Menka Kyokai (Cotton Association) has come into existence, and great endeavours are being made to improve and encourage the cultivation of cotton. The new seeds being distributed gratis to cultivators. The area of cotton plantations in Chosen does not now exceed 1,000 chibuchobu (2½ acres), but there can be little doubt as to its future development. The investigation conducted by the Oriental Development Company shows that the soil fitted for cotton cultivation is not limited to the vicinity of Mokpo, but its sphere is being gradually extended as investigations progress. The public must not, therefore, listen to the pessimistic views now being circulated. Both soil and climate in the vicinity of Mokpo are congenial to the cultivation of cotton, and it is clear that the district will form a great cotton producing centre in the future. It is all important that parties engaged in cultivation should spare no efforts in the selection of seed and in effecting improvements in the method of cultivation, without recourse to makeshifts to obtain immediate profit.

**VICTOR
TALKING
MACHINES**
and
**HORNLESS
GRAMOPHONES**
\$40 to \$400
ROBINSONS.



SPORTS! SPORTS!!
CRICKET.
TENNIS.
HOCKEY.
FOOTBALL.
GOLF.
CROQUET, &c. &c.
SEE OUR GOODS BEFORE PURCHASING ELSEWHERE. PRICES MODERATE.

WRITE FOR CATALOGUE.
JOHN ROBERTS & CO., LTD.
SPORTS GOODS MANUFACTURERS, BOMBAY.
Telegrams: "Billiards," Bombay.

"SHACKELL"
"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.
SAMPLE GRATIS
SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.
ESTABLISHED 1786.
HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. 4.

STOMALIX
Sole of Carbon. Cures Dyspepsia and 25 per cent. of Diseases of the Stomach and Intestines, painful and otherwise.
Distributing Agents:
FRANCIS NEWBERRY & SONS, Ltd., London, Eng.

**KEATING'S
WORM TABLETS**
A purely Vegetable Sweetmeat Sold in Bottles by all Druggists
Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children.
To be obtained of all Druggists.
Prepared by THOMAS KEATING, London, Eng.

Big G
A most valuable and simple remedy for B. Cholera, Cholera, Hay Fever, Influenza, etc. It is a most valuable remedy for all cases of the above diseases, and is especially adapted for children.
AT CHEMISTS
It is not necessary to take with each bottle or in small quantities.
The Best Remedy for B. Cholera, Cholera, Hay Fever, Influenza, etc.
Prepared by THOMAS KEATING, London, Eng.

SELF CURE NO FICTIO!
NO DIFFERENCE BETWEEN
THE NEW THERAPION REMEDY
THERAPION NO.1
THERAPION NO.2
THERAPION NO.3
Cures blood poison, bad legs, ulcers, etc., etc.
Cures rheumatism, sciatica, neuralgia, etc., etc.
Cures chronic weakness, loss of power and vitality.
Either Number 1, 2, or 3, or all three, as directed, will cure all the above diseases, and all other diseases of the blood, and all other diseases of the system.
THERAPION, easy to take, and lasting cure.
Trade Marked word "THERAPION" is on British Patent Stamp affixed to every bottle.
CURES TO STAY CURED.

報新外中港香
CHUNG NGOI SAN P.
(Chinese Daily Press),
PUBLISHED DAILY.
Is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China Indo-China, etc.
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road, Central, Hongkong 131, Fleet Street, London or from the different Agents.
Documents translated from or into Chinese or Colloquial Chinese.

汽水汽力通士
THIS WONDERFUL SYPHON
Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the

"PRANA"
SPARKLET SYPHON,
which lasts a lifetime and can be purchased from any Chemist or Store.
PRICE—\$2 Each.
BULBS at 90 cents per box.
WHOLESALE PRICE:—
SYPHONS per doz. \$16.00 f.o.b.
BULBS per doz. boxes \$8.00 f.o.b.

KWONG SANG HONG, LTD.
WHOLESALE AGENTS,
246 & 248, Des Vaux Road, Central, HONGKONG.
行發總
司公限有行生廣港香

INTIMATION

TYPEWRITING BEGAN WITH THE

Remington, and the REMINGTON stands to-day for all that is best in TYPEWRITING.

SIEMSEN & Co.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA AND FORMOSA.



[533-1]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Aleerity, despatch-boat, 700 tons, 4 guns, 2,600 h.p., Comdr. A. Lowman, 2 days.
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. E. B. Kiddle, en route to Weihaiwei.
Atlas, admiral's tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.
Dramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. C. Washington, Shanghai.
Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. W. Barker, Shanghai.
Chadmas, British ship, 1,070 tons, 1,400 h.p., Comdr. H. Lyne, Shanghai.
Cherub, water tank and tug, 390 tons, 1,400 h.p., Master W. Smith, Hongkong.
Clio, British ship, 1,070 tons, 1,400 h.p., Comdr. H. R. Veale, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Moore, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. J. Nicholson, en route to Weihaiwei.
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.
Jaune, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. M. B. R. Blackwood, Weihaiwei.
Kent, armoured cruiser, 9,800 tons, 14 guns, 11,420 h.p., Capt. S. St. J. Forth, en route to Weihaiwei.
Kinsla, river gunboat, 616 tons, 1,200 h.p., Lieut. Comdr. T. J. S. Lyne, Yangtze.
Morin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. B. O. M. Davy, Sandakan.
Minotaur, armoured cruiser (flagship), Vice-Admiral Sir A. L. Winslow, R.C.B., C.V.O., C.M.G., 14,600 tons, 17 guns, 27,000 h.p., Capt. G. C. Cayley, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, 14 guns, 22,000 h.p., Captain L. E. Power, M.V.O., Hongkong.
Moorlen, river gunboat, 180 tons, 2 guns, 1,400 h.p., Lieut. Comdr. G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., en route to Hongkong and Yangtze.
Nightingale, river gunboat, 240 tons, 1,400 h.p., Lt. Comdr. Claude Hillender-Woodward, R.N., Yangtze.
Oiler, torpedo-boat destroyer, 285 tons, 6 guns, 6,300 h.p., Comdr. Lambie, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.
Slips, river gunboat, 65 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo-boat destroyer, 305 tons, 1,400 h.p., Gunner E. J. Trillo, R.N., Hongkong.
Thames, receiving ship, 4,650 tons, 6 guns, 4,000 h.p., Comdr. Eyre, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. R. J. Buchanan, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Hallie Hamilton, Hongkong.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair, Hall, Weihaiwei.
Water-surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, Penang.
Whiting, torpedo-boat destroyer, 360 tons, 2 guns, 5,900 h.p., Lieut. Comdr. G. P. Hartford, Weihaiwei.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.
Clark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. P. A. Mulock, Yangtze.

AUSTRIAN

Kaiserin Elisabeth, Austrian protected cruiser, 4,000 tons, 12 guns, 11,000 h.p., Northern Waters.
Panther, third class cruiser, 1,330 tons, 12 guns, 11,000 h.p., Northern Waters.
Schmidheim, third class cruiser, 1,330 tons, 12 guns, 11,000 h.p., Northern Waters.

FRENCH

Achille, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.
Alger, 2nd class cruiser, 4,320 tons, 23 guns, 5,100 h.p., Commander Fournier, Hongkong.
Alouette, gunboat, 506 tons, 7 guns, 400 h.p., Commander Badin, Saigon.
Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard, Saigon.
Beaumont, gunboat, 140 tons, Reserve, Saigon.
Carnade, gunboat, 184 tons, Reserve, Saigon.
Decide, gunboat, 630 tons, 10 guns, 500 h.p., Lieut. de Linares, Shanghai.
Dupleix, armoured cruiser, 7,573 tons, 23 guns, 17,000 h.p., Commander, Saigon.
D'Arville, gunboat, 140 tons, Reserve, Haiphong.
Estoc, gunboat, 141 tons, Reserve, Haiphong.
Festoon, 2nd class cruiser, 70 tons, 60 h.p., Lieut. Comdr. Saigon.
Friede, destroyer, 300 tons, 7 guns, 8,300 h.p., Saigon.
Henri Riviere, river gunboat, 150 tons, 6 guns, 162 h.p., Saigon.
Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marz, Saigon.
Mortain, armoured cruiser, (flagship) 9,387 tons, 36 guns, 19,000 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

Manche, surveying-ship, 1,825 tons, 10 guns, 800 h.p., Commander Ragot de la Touche, Saigon.
Monquet, destroyer, 300 tons, 7 guns, 8,300 h.p., Commander de la Roche Keradron, Saigon.

Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maistreville, Upper Yangtze.
Peiho, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Puch, Tongku.
Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.
Pistol, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongkong.
Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.
Redoubtable, battleship (reserve), 9,330 tons, 37 guns, 6,200 h.p., Capt. Drouot, Saigon.
Styx, armoured gunboat, 1,800 tons, 8 guns, 1,600 h.p., Lieut. Soriot, Saigon.
Talon, destroyer, 280 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.
Vauvin, torpedo-depot, Commander Mortenol, Hongkong.
Vétéran, torpedo-depot, Lieut. Bihol, Cap Saint-Jacques.
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dumoulin, Sikiang.

GERMAN.
Arcona, cruiser, 2,710 tons, Captain von Hipper.
Ilia, gunboat, 1,000 tons, 10 guns, h.p.
Jaguar, gunboat, 900 tons, 10 guns, 1,390 h.p., Captain Graf von Padowitz-Welner.
Luchs, cruiser, Captain Engel.
Luchs, gunboat, 850 tons, 10 guns, 1,344 h.p., Captain Bülken.
Scharnhorst, armoured cruiser (flagship), 11,420 tons, 52 guns, 28,000 h.p., Captain Znr See Meass.
Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram.
Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss.
Taigatay, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Rosa.
Vaterland, gunboat, — tons, 3 guns, 500 h.p., Captain Tousseint.

ITALIAN.
Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p., Capitano Maria Casanova di Jerserob.
Puglia, protected cruiser, 2,498 tons, 26 guns, 7,400 h.p., Capitano Gussani Vioconti Marchese Lorenzo.

PORTUGUESE.
Patris, gunboat, 700 tons, Captain J. Affrezo.

UNITED STATES.
Albany, cruiser, 3,000 tons, C. S. Williams.
Ararat, gunboat, Lieut. Comdr. Matt H. Signor.
Bainbridge, destroyer, 7 guns and 2 torpedo tubes, Ensign Lloyd W. Townsend.
Barry, destroyer, 420 tons, Ensign Edmund S. Root.
Calico, gunboat, 213 tons, Ensign J. R. Morrison.
Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai.
Charleston, battleship (flagship), 9,700 tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai.
Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonnell, Shanghai.
Chanceux, destroyer, 420 tons, Ensign I. N. Michael.
Dale, destroyer, 420 tons, Lieut. Herbert H. Michael.
Deaver, cruiser, 3,200 tons, Comdr. Edward E. Caghead, Shanghai.
Galveston, cruiser, 3,200 tons, Commander John A. Hoogewerf, Manila.
Helena, gunboat, 1,332 tons, Comdr. Reuben O. Bitor, Shanghai.
Mindoro, gunboat, Lieut. George M. Baum.
Mohican, (station ship), Commander G. R. Salisbury.
Monstrey, monitor, 4,900 tons, Lt. D. W. Todd.
Olongapo, transport, 1,577 tons, W. D. P. de la Cruz.
New Orleans, cruiser, 3,430 tons, Comdr. Roger Welles.
New York, cruiser (flagship), Comdr. J. P. Jayne.
Paraguay, gunboat, Ensign Roy L. Lowman.
Ponape, armoured cruiser, 13,690 tons, Comdr. A. Whang.
Pompeo, cutter, 1,600 tons, James D. Lissett.
Porpoise, 125 tons, 339 h.p., Ensign Konno.
Whiting, Rainbow, cruiser, 6,026 tons, Comdr. A. C. Scott.
Samar, gunboat, Ensign W. C. I. Stiles.
Shark, 125 tons, 160 h.p., Ensign Theodore J. Ellyson.
Villalobos, gunboat, 370 tons, Lt. A. Andrew.
Williamston, gunboat, 1,800 tons, Comdr. G. R. Salisbury, Hongkong.

ON SALE.
A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver
FROM 1893 TO 1909;
ALSO
RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.
PRICE: \$1 Cash.
On Sale at the "DAILY PRESS" Office, or
local Booksellers.

PRINTING
Nothing creates such a good impression in
business as the use of First Class Printing.
The difference in cost between good and bad
printing and material is generally nil.
"THE HONGKONG DAILY PRESS"
PRINTING WORKS
turn out the Best Printing at Reasonable Price

EMPIRE UNITY.

SIR JOSEPH WARD'S WARNING.

IMPERIAL CITIZENSHIP.

The Earl of Selborne presided at a meeting of the Royal Colonial Institute held at the Whitehall Rooms last month, when an address was delivered by Sir Joseph Ward, Prime Minister of New Zealand. There was a large attendance, among those present being Lady Ward, Lord Brassey, Sir F. Younge, Lieut. General Sir J. Edwards and Lady Edwards, Major Sir Hamilton Go-Mo Adams, Hon. Sir William and Lady Russell, Colonel Sir David Bruce and Lady Bruce, Colonel Sir John Young, Admiral Sir E. Fremantle and Lady Fremantle, Mr. S. W. Kington, Hon. J. G. and Mrs. Jenkins, and Mr. H. Page Croft.

Discussing "A Higher and Truer Imperialism," Sir Joseph Ward said that the Conference just now sitting in London was doing useful work in discussing and settling questions of general interest to the Empire, but this Conference had a much deeper interest, a deeper significance to every man who had followed the historical development of British Colonial policy. The early Colonial policy of Britain might be expressed as persistent and unqualified selfishness. Afterward, however, a new way was to indifference, and then there came a third stage, of which the Imperial Conference was one of the most significant phases. It signified that Great Britain had recognized that it was her duty to call her children to her councils, that while she must always be first in her own house those children were vitally interested in what the family were doing. (Cheers.)

Had this third stage finished, or was it beginning? The answer to that question determined the final destiny of Great Britain. If the Empire was to have no closer unity, no better organized system of co-operation, no closer Council of Empire than a four-yearly meeting of Prime Ministers around a table in London, then the outlook for Imperial unity was grave and clouded.

LOST TO THE EMPIRE.
Two courses presented themselves. The first was to acquiesce in the continuance of the present system, and the other was a steady promotion of Imperial co-operation—(hear, hear)—for all the vital questions, including defense, left and right, the British Empire the greatest of the world had ever seen. And of fifteen millions of their white fellow-subjects were today excluded from a full Imperial citizenship. They had no voice whatever in questions of foreign policy, in the maintenance and control of the Navy, in the all-important questions of peace or war. While these peoples overseas were disfranchised in this way they had not, and never would have, a basis of a true Imperial system. (Hear, hear.)

That the Empire should help to bear its burden was now a teaching no longer questioned. This, expressed in clear words, meant that they should contribute in money, in ships, and men to the defence of the Empire as a whole (Hear, hear). If they were so to contribute, were they to be denied any voice in the employment and destination of their contribution? It was a consideration of the utmost importance that the sons who left the United Kingdom should not cease to be Imperial citizens and to have any voice in her foreign policy, in defence, and in the vital question of peace and war. Were the people in the Dominions, and the millions more who would be there in the future, to be left voiceless in the councils of the Empire, unconsulted in all questions of foreign policy, left, as far as legal right was concerned, entirely in the hands of the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

BRITAIN AND HER CHILDREN.
The instincts of the British people should teach them that the British overseas would not be content with such a state of affairs, and unless some scheme was devised by which they might be brought truly and rightly within the Empire as Imperial citizens the drift must be as they grew in wealth and population, toward the British statesmen of the day as to whether or not treaties should be made with nations in the neighbourhood of those Dominions which might vitally affect their interests, and possibly their existence? That such a state of things should be allowed to go on was, in his mind, unthinkable. (Cheers.)

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

Singapore, Jan. 15.

Per value each share £1. Calls paid up are—	Malayan Companies	Singapore Fraser & Co's Prices, May 17	Dividends	Per value each share £1. Calls paid up are—	Malayan Companies	Singapore Fraser & Co's Prices, May 17	Dividend
10/ paid	Alor-Pongsu ...	...	.....	fy. paid	Malacca Ordinary ...	10.2 1/2	.....
2/ fy. "	Anglo-Johore ...	...	.....	2/ fy. "	Merliman ...	6/-	.....
17/6 "	Anglo-Malay ...	19/3	100%	2/ fy. "	Mortua Syndicate ...	.....	10%
2/ fy. "	Bakap ...	...	.....	2/ fy. "	Mount Austin ...	112.0	.....
2/ fy. "	Bantong ...	...	5%	2/ fy. "	Narborough Est. ...	.....	.....
2/ fy. "	Batu Caves ...	10.0 0	150%	2/ fy. "	North Hummock ...	.....	25%
2/ fy. "	Batu Kawan ...	...	.....	2/ fy. "	Padang Jawa ...	4.3	.....
2/ fy. "	Batu Tiga ...	5.0 0	10%	2/ fy. "	Pandan Johore ...	.....	.....
2/ fy. "	Beruang Selangor ...	...	.....	2/ fy. "	Pataling ...	2.9 0	32 1/2
2/ fy. "	Bernam Perak ...	...	0%	2/ fy. "	Pelepah (Johore) ...	.....	.....
2/ fy. "	Do. Ordinary ...	...	.....	2/ fy. "	Petang ...	7/6	12 1/2
2/ fy. "	Bidor ...	...	.....	2/ fy. "	Petang Est. ...	.....	.....
2/ fy. "	Blands Selangor ...	...	.....	2/ fy. "	Prye ...	.....	10%
2/ fy. "	Bukit Cih ...	...	.....	2/ fy. "	Rafaruf ...	.....	.....
2/ fy. "	Bukit Kajang ...	2.8 6	11 1/2%	2/ fy. "	Ramha ...	10/-	6%
2/ fy. "	Bukit Mertajam ...	2/10	.....	2/ fy. "	Rin ...	.....	.....
2/ fy. "	Bukit Rajah ...	14.5 0	80%	2/ fy. "	R. Est. of Krian ...	.....	.....
2/ fy. "	Bukit Selangor ...	...	.....	2/ fy. "	R. of Johore ...	.....	.....
2/ fy. "	Castledale ...	6.5 0	7 1/2%	2/ fy. "	Sago ...	12.10 0	50%
2/ fy. "	Changkat Salak R. and Tin ...	...	.....	2/ fy. "	Seafeld ...	0.7 6	40%
2/ fy. "	Chersonese ...	3.11	.....	2/ fy. "	Selangor ...	2.9 1/2	37 1/2
2/ fy. "	Chevol ...	...	.....	2/ fy. "	Selangor Rubber ...	.....	.....
2/ fy. "	Cicely Ordinary ...	2.2 6	150%	2/ fy. "	Sempah ...	.....	.....
2/ fy. "	Do. Preferred ...	2.2 6	150%	2/ fy. "	Serdang ...	1.17 6pm	.....
2/ fy. "	Consol. Malay ...	19/0	100%	2/ fy. "	Seremban ...	4.7 3	36%
2/ fy. "	Damansara ...	6.5 0	7 1/2%	2/ fy. "	Seremban ...	.....	.....
2/ fy. "	Dennistown ...	...	.....	2/ fy. "	Shelford ...	3.7 0	30%
2/ fy. "	Enbi, Selangor ...	12/-	30%	2/ fy. "	Siginting (N. S.) ...	5/-	12 1/2
2/ fy. "	Fed. Selangor ...	...	90%	2/ fy. "	Singapore Para ...	5/-	12 1/2
2/ fy. "	Gua Ked. Est. (Malacca) ...	...	.....	2/ fy. "	Straits (Bertan) ...	6 1/2	7 1/2
2/ fy. "	Golden Hope ...	5.2 6	25%	2/ fy. "	Stratmore R. ...	.....	.....
2/ fy. "	Gula-Kalampong ...	5.15 0	40%	2/ fy. "	Sungei Bahru ...	.....	.....
2/ fy. "	H. and Lowlands ...	4.11 6	30%	2/ fy. "	Sungei Choh ...	4.12 6	20%
2/ fy. "	Inch Kenneth ...	12.10 0	25%	2/ fy. "	Sungei Kapar ...	12 0	55%
2/ fy. "	Johore Para ...	...	.....	2/ fy. "	Sungei Krut ...	.....	.....
2/ fy. "	Johore R. Lands ...	...	.....	2/ fy. "	Sungei Lang ...	.....	.....
2/ fy. "	Jong-Lander ...	...	.....	2/ fy. "	Sungei Salak ...	4.5 0	10%
2/ fy. "	Jugra (Ordinary) ...	...	25%	2/ fy. "	Sungei Way ...	5.17 6	30%
2/ fy. "	Juru Estates ...	...	.....	2/ fy. "	Tungkah ...	.....	.....
2/ fy. "	K'pong Kuantan ...	...	.....	2/ fy. "	Third Mile ...	.....	.....
2/ fy. "	Kamuning "A" ...	4/-	15%	2/ fy. "	Trenelby ...	.....	10%
2/ fy. "	Do. "B" ...	6/-	.....	2/ fy. "	Ud. Sda Betong ...	.....	.....
2/ fy. "	Kapar Para ...	7.18 9	65%	2/ fy. "	Ud. T'Or Est. ...	.....	.....
2/ fy. "	Kellias ...	...	.....	2/ fy. "	Vallambrosa ...	1.12 3	75%
2/ fy. "	Kepone ...	...	.....	2/ fy. "	Trust and Finance Companies.	.....	.....
2/ fy. "	Killinghill ...	...	74%	2/ fy. "	Anglo-Straits R. T. ...	.....	.....
2/ fy. "	Kinta Kellas ...	...	.....	2/ fy. "	Eastern Internat. Trust ...	.....	20%
2/ fy. "	Klanang ...	...	87 1/2%	2/ fy. "	Mid-East Invest ...	.....	.....
2/ fy. "	Klian-Kellias ...	...	.....	2/ fy. "	Rubber Plants. Inves. Trust ...	.....	7 1/2
2/ fy. "	Kota Tinggi ...	...	.....	2/ fy. "	R. Share Trust ...	.....	.....
2/ fy. "	Kroha-Tampau ...	...	.....	2/ fy. "	Strait. M. & Trust. ...	.....	.....
2/ fy. "	Krubong ...	...	20%	2/ fy. "	India, Ceylon, Borneo, Java and Sumatra.	.....	.....
2/ fy. "	Kuala Klang ...	...	.....	2/ fy. "	Anglo-Java ...	.....	.....
2/ fy. "	Kuala Lumpur ...	7.4 0	75%	2/ fy. "	Assan (Sumatra ...	.....	.....
2/ fy. "	Kuala Pah ...	...	.....	2/ fy. "	Banawan II. ...	.....	.....
2/ fy. "	Kuala Selangor ...	...	.....	2/ fy. "	Beaufort ...	.....	.....
2/ fy. "	Labu ...	11/6	30%	2/ fy. "	Central Sumatra ...	.....	.....
2/ fy. "	Lanalron ...	4.2 6	12 1/2%	2/ fy. "	Indian Peninsula ...	.....	.....
2/ fy. "	Ledoury ...	3.10 0	10%	2/ fy. "	Java Amalgam ...	.....	.....
2/ fy. "	Lendu ...	1.17 6pm	.....	2/ fy. "	Kinanis ...	.....	.....
2/ fy. "	Linggi ...	2.5 0	150%	2/ fy. "	Langkon ...	.....	.....
2/ fy. "	London Asiatic ...	11/6	25%	2/ fy. "	Manchester ...	.....	.....
2/ fy. "	Lumut Est. ...	17/6	.....	2/ fy. "	Nirmala (Java) ...	.....	.....
2/ fy. "	Mandley Est. ...	...	.....	2/ fy. "	Pontianak ...	.....	.....
2/ fy. "	Malacca 7 1/2% Cum. Participating Prof	9.6 3	10%	2/ fy. "	Samudra ...	9/5	33 1/2

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI...	ASSAYE	3 P.M. 6th July	Freight and Passage.
LONDON VIA USUAL PORTS	DRIFTA	Noon, 8th July	See Special of Call.
SHANGHAI, MOJI, KORE, NAGASAKI, YOKOHAMA, SUEZ, and PORT SAID	DRIFTA	About 12th July	Freight and Passage.
LONDON and ANTWERP	NUBIA	About 13th July	Freight and Passage.
SHANGHAI, MOJI, KORE, NAGASAKI, YOKOHAMA, SUEZ, and PORT SAID	NUBIA	About 27th July	Freight only.

For Further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, 5th July, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, CEBU and ILOILO	"TEAN"	On 5th July, 4 P.M.	
SHANGHAI	"ANHUI"	On 6th July, 4 P.M.	
TIENSIN	"HUICHOW"	On 8th July, 4 P.M.	
SHANGHAI	"CHENAN"	On 8th July, 4 P.M.	
MANILA, CEBU and ILOILO	"KAIFONG"	On 11th July, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
NB—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.
FARE, \$45 SINGLE and \$20 RETURN.
For Freight or Passage apply to
HONGKONG, 4th July, 1911
BUTTERFIELD & SWIRE, AGENTS. [10]

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI VIA SWATOW	"HANGSANG"	Thursday, 6th July, Noon.	
MANILA	"YUENSANG"	Saturday, 8th July, 2 P.M.	
TIENSIN VIA TSINGTAU	"CHIPSING"	Sunday, 9th July, 11 A.M.	
SANDAKAN	"MAUSANG"	Friday, 14th July, Noon.	
SHANGHAI, KORE and MOJI	"KUTSANG"	Friday, 14th July, Noon.	
SINGAPORE, PENANG and CALCUTTA	"NAMSANG"	Saturday, 15th July, Noon.	
MANILA	"LOONGSANG"	Saturday, 15th July, 2 P.M.	

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).
The Steamers "KUTSANG," "NAMSANG" and "LOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin, and Newchwang.
Taking Cargo on through Bills of Lading to Kufat, Lahad, Data, Simporna, Twaou Usukan, Jesselton and Labuan.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
HONGKONG, 5th July, 1911.
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [15]

DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HAITAN	Capt. J. S. Rouch	FRIDAY, 7th July, at 11 A.M.	
HAICHING	Capt. W. C. Passmore	TUESDAY, 11th July, at 11 A.M.	

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.
Hongkong, 3rd July, 1911. [9]

HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL	REMARKS
SS. SILEZIA	...	16th July	
SS. AMBRIA	...	28th July	
SS. ALESTIA	...	9th Aug.	
SS. RHEINFELS	...	25th Aug.	
SS. SUEVIA	...	6th Sept.	
SS. SACHSEN	...	20th Sept.	
SS. BAYERN	...	6th Oct.	

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 30th June, 1911. [12]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	TONS	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
CHIYO MARU	21,000	W. W. Groene	FRIDAY, Sept. 14th, Noon

† Triple Screws, turbine engines. • Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KORE, YOKOHAMA and HONOLULU, on FRIDAY, 21st July, at Noon.

SOUTH AMERICAN LINE.

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinokuma	WEDNESDAY, Dec. 13th, Noon

THE Steamer "KIYO MARU" will be despatched for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KORE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

TO	FARES FROM HONGKONG
SAN FRANCISCO	£ 45-0-0, Single
NEW YORK	£ 60-0-0, "
LONDON	£ 71-10-0, "
SALINA CRUZ or MANZANILLO	£ 120-0-0, Return 6 Months
VALPARAISO	Yen. 420.00, Single Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:
TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.
TO CANADIAN and UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.
TO ALL POINTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only).
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.
"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.
Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, LOCAL MANAGER,
Kine's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration). TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY
The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WEDNESDAY, 12th July, at 11 A.M.
VIA KEELUNG, NAGASAKI, KORE, YOKOHAMA, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 9th Aug. at 11 A.M.
	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
VIA KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug. at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	THURSDAY, 6th July, at 10 A.M.
TAMSUI VIA SWATOW and AMOY	"DALJIN MARU"	SUNDAY, 9th July, at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 12th June, at 10 A.M.

During the two months of July and August, Return Tickets to Foochow, available Three Months will be issued at the Special Rates of:—
1st CLASS \$45.50 2nd CLASS \$29.90.
For information of Freight, Passengers, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings
S. HIROI, MANAGER

772

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF

O. B.
BEER.

Fresh from the Brewery!

"Just Try It"

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	HITACHI MARU Capt. T. Yamawaki	7,000	SUNDAY, 9th July, at Daylight
	MIYASAKI MARU Capt. T. Murai	9,000	WEDNESDAY, 19th July, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kori	7,000	SATURDAY, 15th July, from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,300	TUESDAY, 18th July, at 4 P.M.
	AWA MARU Capt. Izawa	7,000	TUESDAY, 15th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th July, at Noon
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 4th Aug., at Noon
KORE and YOKOHAMA	IYO MARU Capt. R. Takeda	7,000	FRIDAY, 5th July, 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. J. Teranaka	5,000	TUESDAY, 11th July
SHANGHAI, and KORE	COLOMBO MARU Capt. Saito	5,000	WEDNESDAY, 5th July
KORE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	9,000	THURSDAY, 20th July, at 11 A.M.

† Calling at Djibouti.
§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

41-40

T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	FRIDAY, 14th July, at Noon
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.

* Twin Screws.
All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via AMOY, KEELUNG, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 14th July, at Noon.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA	9,000 Tons	FRIDAY, 4th Aug., at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KORE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.
On the Fine MAIL Steamers, CHINA and PERSIA First Class.
SALOON SERVICE is furnished at Intermediate Rates.
FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
via New York " " £45.
HONGKONG TO SAN FRANCISCO " " " £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies King's Building (opposite Blake Pier).
FRED J. HALTON, AGENT. [48]

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
CHINA OFFICE:—LUDGATE CIRCUS LONDON, E.C. [756]

